

REPORT DOCUMENTATION PAGE				Form Approved OMB No. 0704-0188	
Public reporting burden for this collection of information is estimated to average 1 hour per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing this collection of information. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to Department of Defense, Washington Headquarters Services, Directorate for Information Operations and Reports (0704-0188), 1215 Jefferson Davis Highway, Suite 1204, Arlington, VA 22202-4302. Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to any penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number. PLEASE DO NOT RETURN YOUR FORM TO THE ABOVE ADDRESS.					
1. REPORT DATE		2. REPORT TYPE Professional Paper		3. DATES COVERED	
4. TITLE AND SUBTITLE Failure Analysis of Composite Bonded Joints				5a. CONTRACT NUMBER	
				5b. GRANT NUMBER	
				5c. PROGRAM ELEMENT NUMBER	
6. AUTHOR(S) Hsi Chin Tsai James Alper David Barrett				5d. PROJECT NUMBER	
				5e. TASK NUMBER	
				5f. WORK UNIT NUMBER	
7. PERFORMING ORGANIZATION NAME(S) AND ADDRESS(ES) Naval Air Warfare Center Aircraft Division 22347 Cedar Point Road, Unit #6 Patuxent River, Maryland 20670-1161				8. PERFORMING ORGANIZATION REPORT NUMBER	
9. SPONSORING/MONITORING AGENCY NAME(S) AND ADDRESS(ES) Naval Air Systems Command 47123 Buse Road Unit IPT Patuxent River, Maryland 20670-1547				10. SPONSOR/MONITOR'S ACRONYM(S)	
				11. SPONSOR/MONITOR'S REPORT NUMBER(S)	
12. DISTRIBUTION/AVAILABILITY STATEMENT Approved for public release; distribution is unlimited.					
13. SUPPLEMENTARY NOTES					
14. ABSTRACT Because of the ineffectiveness of the commonly used failure criteria, current analysis methods fail to accurately predict the strength of bonded composite joints. This analytical shortfall results in overly conservative joint designs. In a composite bonded joint, failure typically occurs in the first ply of the parent laminate near the stress singularity. In this study, an average strain approach is used to analyze this area and the first strain invariant failure criterion, also called the J _i failure criterion, is adopted to predict the failure load of composite bonded joints. The analysis is based on a plane strain two-dimensional finite element model, which includes both the effects of geometric and material nonlinearity. The predicted failure loads correlate well with reported test results. Utilizing existing test data for composite bonded joints, it was found that the critical J _i values in the first ply of the parent laminates are almost constant. The merit of the J _i failure criterion is that it is valid for various environmental conditions, loading conditions, and surface ply orientations.					
15. SUBJECT TERMS					
16. SECURITY CLASSIFICATION OF:			17. LIMITATION OF ABSTRACT	18. NUMBER OF PAGES	19a. NAME OF RESPONSIBLE PERSON
a. REPORT	b. ABSTRACT	c. THIS PAGE			Hsi Chin Tsai / James Alper / David Barrett
Unclassified	Unclassified	Unclassified	Unclassified	10	19b. TELEPHONE NUMBER (include area code) (301) 342-9352 / 9348 / 9360

FAILURE ANALYSIS OF COMPOSITE BONDED JOINTS

Hsi Chin Tsai

James Alper

David Barrett

Naval Air System Command
Structures Division (Code 4.3.3.1)
Patuxent River, Maryland, 20670, USA

Abstract

Because of the ineffectiveness of the commonly used failure criteria, current analysis methods fail to accurately predict the strength of bonded composite joints. This analytical shortfall results in overly conservative joint designs. In a composite bonded joint, failure typically occurs in the first ply of the parent laminate near the stress singularity. In this study an average strain approach is used to analyze this area and the first strain invariant failure criterion, also called the J_1 failure criterion, is adopted to predict the failure load of composite bonded joints. The analysis is based on a plane strain two-dimensional finite element model, which includes both the effects of geometric and material nonlinearity. The predicted failure loads correlate well with reported test results.

Utilizing existing test data for composite bonded joints, it was found that the critical J_1 values in the first ply of the parent laminates are almost constant. The merit of the J_1 failure criterion is that it is valid for various environmental conditions, loading conditions and surface ply orientations.

Nomenclature

U_d	dilatational energy density
$\epsilon_1, \epsilon_2, \epsilon_3$	total normal strains
ΔT	temperature change from cure temperature
α	thermal expansion coefficient
E	Young's modulus
ν	Poisson's ratio
J_1	first invariant of mechanical strain
J_{cr}^m	critical value of J_1 for matrix
J_{cr}^c	critical value of J_1 for a composite ply
L_p	overlap (length of bond)
t_{adh}	thickness of adhesive

Introduction

Adhesive bonding offers many advantages over traditional fastening methods including cost savings, reduced assembly time, high strength to weight ratios, corrosion resistance and fatigue resistance. However, this method of fastening has not been widely applied because quantitative procedures have not yet been developed that can accurately model the failure processes. Thus, the ability to predict the strength of composite bonded joints has been the object of many studies.¹⁻¹⁰ Up until now, the analysis methods fail to predict the strength of composite bonded joints and thus engineers resort to overly conservative designs.

The objective of this study is to develop an analysis method to predict the failure mode and failure load of composite bonded joints. To achieve this objective certain conditions must be met. First, the analysis method must be capable of predicting the stresses and strains in the area of a stress singularity. Material and geometrical non-linearities must be included in this analysis method. Second, due to the complexity of composite failure modes, a robust and accurate failure criteria to predict the composite joint failure must be developed. Finally, sufficient test data is needed to validate the analysis method and failure criteria.

In general, for composite double lap joints, the primary failure mode is a cohesive failure in the first ply of the parent laminate.¹¹ Another less dominant failure modes are cohesive failure in the adhesive layer and adhesive failure between adhesive layer and first ply of parent laminate. This study will concentrate on predicting the failure load due to a first ply cohesive failure in the parent laminate. The commercially available COSMOS/M computer code was selected to perform this analysis. An average strain approach near the stress singularity and the first strain invariant failure criterion¹², also called J_1 failure criterion, were adopted to predict the failure loads of composite bonded joints. A two-dimensional plane strain model was used to predict the stresses and strains near the singularity to validate the failure criterion.

DTIC QUALITY INSPECTED 1

J₁ Failure Criterion for Polymer Matrix

It has been proposed that polymer matrix materials fail either by matrix yielding or by matrix microcavitation.¹³⁻¹⁵ Matrix yielding is related to distortional deformations, while microcavitation is related to dilatational behavior (i.e. volume effect). Two different failure criteria are proposed to predict these failure modes. First, the dilatational energy density criterion assumes that microcavitation occurs in the matrix material of a composite when the dilatational energy density reaches a critical value at any point of the matrix. Second, distortional energy density criterion assumes that matrix yielding occurs when distortional energy density of the matrix, reaches a critical value at any point of matrix. For composites under tensile loading, microcavitation failure in the matrix always occurs first. Thus, the dilatational energy density criterion will be used to predict the first ply cohesive failure of composite double lap joints under tensile loading. Since the dilatational energy density criterion of a matrix is valid only when a positive volume change of the matrix occurs, it is more appropriate to use the first invariant of the mechanical strain tensor as a parameter to predict the matrix failure. The dilatational energy density (U_d) can be computed from

$$U_d = E_m * (J_1^m)^2 / 6 * (1 - 2\nu_m) \quad (1)$$

where the matrix first invariant of the mechanical strain J_1^m is

$$J_1^m = \epsilon_1^m + \epsilon_2^m + \epsilon_3^m - 3\alpha_m \Delta T$$

and $\epsilon_1^m, \epsilon_2^m$ and ϵ_3^m are the total matrix normal strains in the x_1, x_2 and x_3 directions respectively, α_m is the coefficient of thermal expansion for the matrix, ΔT is the change in temperature, E_m is the Young's modulus for the matrix and ν_m is the Poisson's ratio of matrix.

From equation (1), it can be seen that the first invariant of the mechanical strain (i.e. J_1^m) can be used as a failure parameter. Thus, the failure criterion for matrix microcavitation can be stated as follows:

$$J_1^m \geq J_{cr}^m \quad (2)$$

where J_{cr}^m is the critical value of the first invariant for matrix microcavitation failure.

J₁ Failure Criterion for a Composite Ply

In a composite ply, there are regions in the matrix where the state of stress and strain will not be perturbed by the neighboring fibers. The strains of these matrix regions may be assumed to be approximately the same as the composite ply strains. We propose that when these matrix regions fail, the whole composite ply ultimately fails. Based on this assumption, a J_1 failure criterion for a composite ply may be proposed as follows:

$$J_1^c \geq J_{cr}^c \quad (3)$$

where J_1^c is the first invariant of mechanical strain for a composite ply and J_{cr}^c is the critical value of J_1 for composite ply failure. It can be proved that

$$J_1^c = \epsilon_1^c + \epsilon_2^c + \epsilon_3^c - (\alpha_{11}^c + \alpha_{22}^c + \alpha_{33}^c) \Delta T \quad (4)$$

where $\epsilon_1^c, \epsilon_2^c$ and ϵ_3^c are the total composite normal strains in the x_1, x_2 and x_3 directions respectively and $\alpha_{11}^c, \alpha_{22}^c$ and α_{33}^c are thermal expansion coefficient of the composite.

Since this study is not attempting to predict the progression of failure, it is understood that the solution proposed here is an approximate solution. Thus, J_{cr}^c is approximately J_{cr}^m .

Failure at Singularity

Stress and strain singularities exist at the surface edges between parent laminates and adhesive layers, and strap laminate and adhesive layer. Similar to point stress and average stress approaches¹⁶, an average strain approach will be used to obtain J_1^c values at the singularity. The characteristic length used to average the strains from the singularity site is assumed to be one lamina thickness of the composite¹⁷.

The following will concentrate on developing J_1^c critical values to see if J_{cr}^c is constant or nearly constant.

Finite Element Analysis of Composite Double Lap Joints

Existing Test Data¹¹

Table 1 summarizes information concerning the composite double lap joint specimens. Note that three types of adhesive systems were used, namely, FM-300 autoclave cure, FM-300 oven cure and FM-300-2 oven cure. Figure 1 and Figure 2 show the thick adherend shear stress-strain curves of these adhesive systems under 75°F/Dry and -65°F/Dry conditions. The material for the adherend is IM7/977-3. Strap laminates

consisted of $[0]_6$, while the parent laminates were composed of plies with different orientations such as $[45, -45, 0, 90, 0, 90]_s$, $[90, 0, 90, 0, 45, -45]_s$ and $[0, 90, 0, 90, 45, -45]_s$. Tables 2 to 5 list the test failure shear stress of composite double lap joints with different overlap, surface ply (i.e. ply bonded with adhesive) and adhesive thickness for different adhesive systems and environmental conditions. Note that only the test data with adhesive thickness less than 0.0126 inch were selected for evaluation and analysis. J_{cr}^c obtained through these test data will be used to predict the failure loads of composite double lap joints with thicker adhesive thickness. Also, note that the adhesive thickness and test failure stresses shown in these tables and the subsequent tables are an average values of a group of specimens.

Finite Element Model of Composite Double Lap Joint

The composite double lap joints were modeled as two-dimensional plane strain problems. The analysis included the effects of geometric and material nonlinearities.

Nonlinear behavior of the adhesive systems, as shown in Figure 1 and Figure 2, were represented by equivalent elastic-plastic stress strain curves¹ as shown in Figure 3. The stress strain curve of each adhesive system will then be represented by three parameters, namely, Young's modulus, Poisson's ratio and the yield stress as shown in Figure 4. Due to symmetric conditions, only a quarter of the double lap joint was modeled. A typical finite element model for the composite double lap joint is shown in Figure 5. To comply with the average strain approach near the singularity site, the mesh size in the X direction at the junction of parent laminate, adhesive and strap laminate is equal to a ply thickness. Away from the stress singularity, the larger mesh sizes were used. For both parent laminate and strap laminate, the element size in Y-direction is equal to a ply thickness. The adhesive layer was modeled as one row of elements. Symmetric boundary conditions were assumed on both the left and bottom side of the model. Tensile loading was applied to the right side boundary nodes.

Evaluation of Various Failure Criteria

The data in Table 6 was used for the analysis. The analytical results were used to evaluate various failure criteria. The failure criteria that were evaluated were maximum principal stress, Von-Mises stress, critical J_1 , Von-Mises strain, maximum principal strain and maximum peel stress. The results of the evaluation are

tabulated in Table 7, 8 and 9. It can be seen from these tables that only the J_1 failure criterion appears to be nearly constant. This conclusion is reinforced by Figure 6.

J_1 Failure criterion Evaluation with Various Adhesive Systems

Employing test data from Tables 2 through 5, the J_1^c critical values of composite double lap joints with different adhesive systems were obtained from finite element analysis and are tabulated in Tables 10 and 11. These J_1^c critical values were also plotted as shown in Figure 7. From the Tables and Figure 7, it can be seen that J_1^c critical values may be approximated as a constant value. In this study, J_{cr}^c is assumed equal to 0.01298. Table 12 shows the J_{cr}^c for three different adhesive systems. It can be seen that J_{cr}^c is almost independent of the adhesive system being used in composite bonded joints. As a summary from this study, one can conclude that J_1^c critical values are independent of the adhesive system, the surface ply orientation, the environmental conditions and the overlap length.

Failure Prediction of Composite Double Lap Joints

Using J_{cr}^c equal to 0.01298, the predicted failure loads for the test specimens shown in Tables 2 through 5 were calculated. The predicted failure loads are shown in Tables 13 and 14. The results are also plotted in Figures 8 and 9. As can be seen from these tables and the figures, the predicted failure loads correlate well with the test results. The J_1 failure criteria were also applied to predict the failure loads of composite double lap joints with thicker adhesive layers. In general, two or three elements were used to model the thicker adhesive layers in the Y-direction. The test data and the predicted failure loads are listed together in Tables 15 and 16 and are also plotted in Figures 10 and 11. It can be seen that the predicted failure loads for 75 °F/Dry compare to within 15% of the test data. For the -65 °F/Dry condition, the maximum discrepancy between predicted failure loads and test data is approximately equal to 27%. The reasons for this large discrepancy may be due to three-dimensional effects that were not included in current model or the test data may be unreliable for the thicker adhesive layer under a -65°F/Dry condition. To assure a prediction to within 15% of the true value, the adhesive thickness should not be greater than 0.016 inch. Predictions based on A4EI code^{1,18} were also included in these tables and

figures. It can be seen that A4EI over predict the failure loads by a factor of two.

Concluding Remarks

A new failure criterion was applied to the analysis of composite bonded joints. The following conclusions are drawn from this study:

- Utilizing composite double lap joint test data, it was found that the J_1 values at failure are nearly a constant and are independent of the surface ply orientations, environmental conditions and adhesive systems.
- Based on the J_1 failure criteria, the predicted failure loads correlate well with test results for adhesive thickness less than 0.016 inch. For adhesive thickness greater than 0.016 inch, a three dimensional model may be needed.

Acknowledgment

The authors gratefully acknowledge the support of Mr. William King, code 31, the Office of Naval Research.

REFERENCES

1. Hart-Smith, L.J, Adhesive-Bonded double-Lap Joints, Douglas Aircraft Co., **NASA Langley Contract Report CR-112235, January 1973**
2. Hart-Smith, L.J, Adhesive-Bonded Single-Lap Joints, Douglas Aircraft Co., **NASA Langley Report CR-112236, January 1973.**
3. Hart-Smith, L.J, Adhesive-Bonded Scarf and Stepped-Lap Joints, Douglas Aircraft Co., **NASA Langley Report CR-112237, January 1973.**
4. Hart-Smith, L.J, Nonclassical Adhesive-Bonded Joints in Practical Aerospace Construction, Douglas Aircraft Co., **NASA Langley Report CR-112238, January 1973.**
5. Tsai, M.Y. and Morton, J. (1994a), An Evaluation of Analytical and Numerical Solutions to the Single-Lap joint, **Int. J. Solids and Structures** 13 (18), 2537-2563.
6. Tsai, M.Y. and Morton, J. (1994b), A Note on Peel Stresses in Single-Lap Adhesive Joints, **J. Applied Mechanics**, 61 (3), 712-715.
7. Tsai, M.Y. and Morton, J. (1994c), Three-Dimensional Deformation of a Single-Lap Joint, **J. Strain Analysis** 29, N0(1), 137-145.
8. Tsai, M.Y. and Morton J., An Experimental Investigation on Nonlinear Deformations in Single-Lap Joints, **Mechanics of Materials** 20 (1995) 183-194.
9. Tsai, M.Y. and Morton, J., Experimental and Numerical Studies of a Laminated Composite Single-Lap Adhesive Joint, **Journal of Composite Materials**, Vol.29, N0.9/1995.
10. Tsai, M.Y. and Morton, J., The Effect of a Spew Fillet on Adhesive Stress Distributions in Laminated composite single-Lap Joints. **Composite Structures**, 32 (1995), 123-131.
11. F/A-18 E/F Material Substantiating Data and Analysis Report, Report MDC 93B0068, Revision K, March 1999.
12. Gosse, Jon H., The Analysis of Failure in Composite Materials and Structures, Private Communication, 1998.
13. Asp, L.E., Berglund, L.A. & Talreja, R., Prediction of Matrix Dominated Transverse Failure in Polymer Composites. **Composites Science and Technology**, 56(1996), 1089-1097.
14. Asp, L.E., Berglund, L.A. & Talreja, R., A Criterion for Crack Initiation in Glassy Polymers Subjected to a Composite-like Stress State, **Composites Science and Technology**, 56(1996), 1291-1301.
15. Briancon, C., Sigety, P. & G'Sell, C., In-Situ Study of Matrix Strain in Carbon/Resin Composite Materials. **Composite Science and Technology**, 56(1996), 835-840.
16. Paul, P.C., Saff, C.R., Sanger, K.B., Mahler, M.A., Kan, H.P. & Deo, R.B., Out-of-Plane Analysis for Composite Structures, Vol I DOT/FAA Report No. DOT/FAA/CT-91/22-1, September 1994.
17. Soni, S.R. and Pagano, N.J., "Elastic Response of Composite Laminates," in **Mechanics of Composite Materials- Recent Advances**, Pergamon Press, New York, 1983, pp. 227-242.

18. Rubin, A., "Investigation of the Strength of Secondarily Bonded Composite Joints," Interim Report for NAVAIR, 07/95.

Table 1: Description of Composite Double Lap Joints

$$t_{adh} \leq .0126 \text{ in.}$$

Adhesive Systems & Adherend Materials

FM-300 Oven Cure

FM-300-2 Oven Cure

FM-300 Autoclave Cure

Adherend Material: IM7/977-3

Parent Laminates: $[45, -45, 0, 90, 0, 90]_s$,

$[90, 0, 90, 0, 45, -45]_s$, $[0, 90, 0, 90, 45, -45]_s$

Strap Laminates: $[0]_6$

Table 3: Test Specimen Configurations and Test Data

Adhesive System: FM-300 Autoclave

75 Deg. F / Dry

Lp (in.)	Surface Ply (Deg.)	t_{adh} (in.)	Failure Stress (Psi)
1.0	45	0.0073	2611
1.5	45	0.0107	1810

-65 Deg. F / Dry

Lp (in.)	Surface Ply (Deg.)	t_{adh} (in.)	Failure Stress (Psi)
1.0	45	0.0071	1750
1.5	45	0.0096	1350

Table 2: Test Specimen Configurations and Test Data

Adhesive System: FM-300 Autoclave

75 Deg. F / Dry

Lp (in.)	Surface Ply (Deg.)	t_{adh} (in.)	Failure Stress (Psi)
0.5	45	0.0059	5251
0.5	90	0.0067	3400

-65 Deg. F / Dry

Lp (in.)	Surface Ply (Deg.)	t_{adh} (in.)	Failure Stress (Psi)
0.5	45	0.0063	3520
0.5	90	0.0069	2580

Table 4: Test Specimen Configurations and Test Data

Adhesive System: FM-300

75 Deg. F / Dry

Lp (in.)	Surface Ply (Deg.)	t_{adh} (in.)	Failure Stress (Psi)
1.0	45	0.0125	2540
1.0	90	0.0120	1658

-65 Deg. F / Dry

Lp (in.)	Surface Ply (Deg.)	t_{adh} (in.)	Failure Stress (Psi)
1.0	45	0.0124	1668
1.0	90	0.0119	1465

Table 5: Test Specimen Configurations and Test Data

Adhesive System: FM-300-2

75 Deg. F / Dry

Lp (in.)	Surface Ply (Deg.)	t _{adh} (in.)	Failure Stress (Psi)
1.0	45	0.0125	2234
1.0	90	0.0126	1593

-65 Deg. F / Dry

Lp (in.)	Surface Ply (Deg.)	t _{adh} (in.)	Failure Stress (Psi)
1.0	45	0.0125	1711
1.0	90	0.0118	1274

Table 7: Failure Criteria Evaluation for Composite Double Lap Joints

Parent Laminate: [90,0,90,0,45,-45]_s, IM7/977-3
(Overlap Length = 0.5 Inch)

Failure Criterion	-65 Deg. F Dry	75 Deg. F Dry	Ratio*
Max. Princ. Stress	22.38 Ksi	20.72 Ksi	0.9300
Von-Mises Stress	15.63 Ksi	13.66 Ksi	0.8700
J ₁ Strain	0.01242	0.01382	1.1100
Von-Mises Strain	0.01657	0.01894	1.1400
Max. Prin. Strain	0.01508	0.01709	1.1300
Max. Peel Stress	5.10 Ksi	6.27 Ksi	1.2200

* Ratio = (Result of 75 Deg. F) ÷ (Result of -65 Deg. F)
J₁ = Sum of Principal Mechanical Strains.

Table 6: Test Specimen Configurations and Test Data

Adhesive System: FM-300, Autoclave

75 Deg. F / Dry

Lp (in.)	Surface Ply (Deg.)	t _{adh} (in.)	Failure Stress (Psi)
0.5	45	0.0059	5251
0.5	90	0.0067	3400
0.5	0*	0.0078	5749

-65 Deg. F / Dry

Lp (in.)	Surface Ply (Deg.)	t _{adh} (in.)	Failure Stress (Psi)
0.5	45	0.0063	3520
0.5	90	0.0069	2580
0.5	0*	0.0075	3749

* First ply cohesive failure is not as dominant as 45 deg. and 90 deg. surface plies.

Table 8: Failure Criteria Evaluation for Composite Double Lap Joints

Parent Laminate: [45,-45,0,90,0,90]_s, IM7/977-3
(Overlap Length = 0.5 Inch)

Failure Criterion	-65 Deg. F Dry	75 Deg. F Dry	Ratio*
Max. Princ. Stress	30.02 Ksi	32.89 Ksi	1.1300
Von-Mises Stress	21.08 Ksi	24.25 Ksi	1.1800
J ₁ Strain	0.01272	0.01230	0.9700
Von-Mises Strain	0.01876	0.02070	1.1000
Max. Prin. Strain	0.01510	0.01664	1.1000
Max. Peel Stress	7.24 Ksi	5.60 Ksi	0.7700

* Ratio = (Result of 75 Deg. F) ÷ (Result of -65 Deg. F)
J₁ = Sum of Principal Mechanical Strains.

Table 9: Failure Criteria Evaluation for Composite Double Lap Joints

Parent Laminate: [0,90,0,90,45,-45]_s, IM7/977-3
(Overlap Length = 0.5 Inch)

Failure Criterion	-65 Deg. F Dry	75 Deg. F Dry	Ratio*
Max. Princ. Stress	149.30 Ksi	241.8 Ksi	1.6200
Von-Mises Stress	137.30 Ksi	232.5 Ksi	1.6900
J ₁ Strain	0.01375	0.01395	1.0100
Von-Mises Strain	0.0968	0.01186	1.2200
Max. Prin. Strain	0.0830	0.01103	1.3300
Max. Peel Stress	7.23 Ksi	5.80 Ksi	0.8000

* Ratio = (Result of 75 Deg. F) ÷ (Result of -65 Deg. F)
J₁ = Sum of Principal Mechanical Strains.

Table 11: J₁ Strain at Failure for Various Adhesive Systems

(-65 Deg.F/Dry, t_{adh} < 0.0126 in.)

Lp (In.)	Adhesive System	Surface Ply (Deg.)	J ₁ ^c Value	J ₁ ^c /J ₁ ^c _{cr}
1.0	FM-300-2	45.0	0.01204	0.93
1.0	FM-300-2	90.0	0.01214	0.94
1.0	FM-300	45.0	0.01222	0.94
1.0	FM-300	90.0	0.01371	1.06
0.5	FM-300-Auto	45.0	0.01272	0.98
1.0	FM-300-Auto	45.0	0.01263	0.97
1.5	FM-300-Auto	45.0	0.01370	1.06
0.5	FM-300-Auto	90.0	0.01240	0.96

J₁^c_{cr} = Average J₁ Values of -65 Deg. F / Dry
and 75 Deg. F / Dry = 0.01298

Table 10: J₁ Strain at Failure for Various Adhesive Systems

(75 Deg. F / Dry, t_{adh} < 0.0126 in.)

Lp (In.)	Adhesive System	Surface Ply (Deg.)	J ₁ ^c Value	J ₁ ^c /J ₁ ^c _{cr}
1.0	FM-300-2	45.0	13.32	1.03
1.0	FM-300-2	90.0	13.22	1.02
1.0	FM-300	45.0	13.33	1.03
1.0	FM-300	90.0	13.54	1.04
0.5	FM-300-Auto	45.0	12.30	0.95
1.0	FM-300-Auto	45.0	13.02	1.00
1.5	FM-300-Auto	45.0	13.57	1.05
0.5	FM-300-Auto	90.0	13.82	1.07

J₁^c_{cr} = Average J₁ Values of -65 Deg. F / Dry
and 75 Deg. F / Dry = 0.01298

Table 12: Summary of J₁^c Critical Strains

(t_{adh} ≤ 0.0126 in.)

Adhesive System	J ₁ ^c
FM-300-02	0.01268
FM-300-Autoclave	0.01302
FM-300	0.01320

J₁^c_{cr} = Average of J₁ from 16 Test Data = 0.01298

The Results Show that J₁^c Critical Is Independent of
Adhesive Systems

Table 13: Comparison between Predicted Failure Stresses And Average Test Results

(75 Deg.F/Dry, $J_{cr}^c = 0.01298$, $0.005 \text{ in.} < t_{adh} < 0.0126 \text{ in.}$)

Lp	Adhesive (In.) System	Surface Ply (Deg.)	Prediction (psi)	Average Test Data (psi)	Ratio*
1.0	FM-300-2	45.0	2117	2234	0.95
1.0	FM-300-2	90.0	1566	1593	0.98
1.0	FM-300	45.0	2347	2540	0.92
1.0	FM-300	90.0	1569	1658	0.95
0.5	FM-300-Auto	45.0	5705	5251	1.09
1.0	FM-300-Auto	45.0	2590	2611	0.99
1.5	FM-300-Auto	45.0	1613	1810	0.89
0.5	FM-300-Auto	90.0	3120	3400	0.92

*Ratio = Prediction / Average Test Data

Table 15: Comparison between Predicted and Experimental Results

for Composite Double Lap Joints Using Thicker Adhesive Layers

(75 Deg.F/Dry, FM-300-Autoclave, 45 Deg. Surface Ply, $J_{cr}^c = 0.01298$)

Lp (in.)	t_{adh} (in.)	Test Failure Stress (psi)	Prediction (J_1) (psi)	Prediction (A4EI)(psi)
0.5	0.0150	5100	4368	N.A
0.5	0.0196	3845	4320	N.A
1.0	0.0167	2029	2326	3940
1.0	0.0240	2073	2363	4696
1.5	0.0171	1739	1560	2667
1.5	0.0300	1654	1641	3253

Table 14: Comparison between Predicted Failure Stresses And Average Test Results

(-65 Deg.F/Dry, $J_{cr}^c = 0.01298$, $0.005 \text{ in.} < t_{adh} < 0.0126 \text{ in.}$)

Lp	Adh. (In.) System	Surface Ply (Deg.)	Prediction (psi)	Average Test Data (psi)	Ratio*
1.0	FM-300-2	45.0	1880	1711	1.10
1.0	FM-300-2	90.0	1413	1274	1.11
1.0	FM-300	45.0	1880	1668	1.13
1.0	FM-300	90.0	1351	1465	0.92
0.5	FM300-Auto	45.0	3594	3520	1.02
1.0	FM300-Auto	45.0	1842	1750	1.05
1.5	FM300-Auto	45.0	1255	1350	0.93
0.5	FM300-Auto	90.0	2715	2580	1.05

*Ratio = Prediction / Average Test Data

Table 16: Comparison between Predicted and Experimental Results for Composite Double Lap Joints Using Thicker Adhesive Layers

(-65 Deg. F/Dry, FM-300-Autoclave, 45 Deg. Surface Ply, $J_{cr}^c = 12.98-03$)

Lp (in.)	t_{adh} (in.)	Test Failure Stress (psi)	Prediction (J_1) (psi)	Prediction (A4EI)(psi)
0.5	0.0163	3483	3690	6384
0.5	0.0195	3068	3722	7449
1.0	0.0170	1630	1966	3376
1.0	0.0217	1569	1988	4112
1.5	0.0159	1428	1305	2257
1.5	0.0316	1074	1350	2763

Figure 1: Shear Stress Strain Curves for Various Adhesive Systems

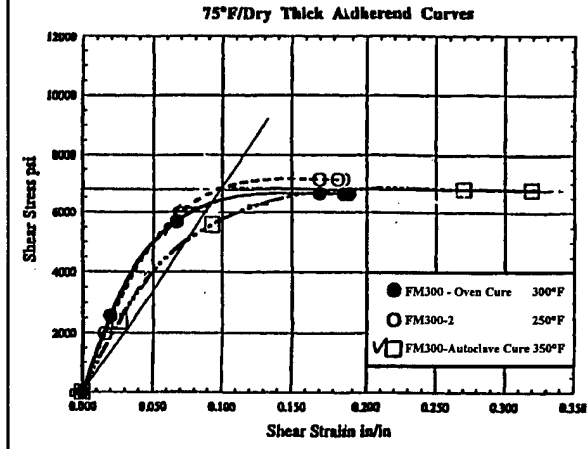


Figure 4: Elastic-Ideally-Plastic Material

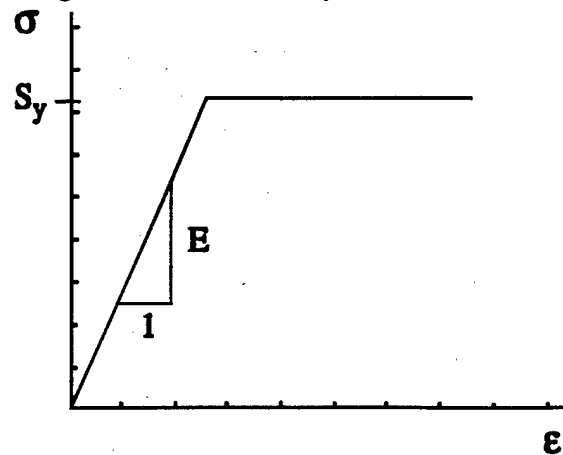


Figure 2: Shear Stress Strain Curves for Various Adhesive Systems

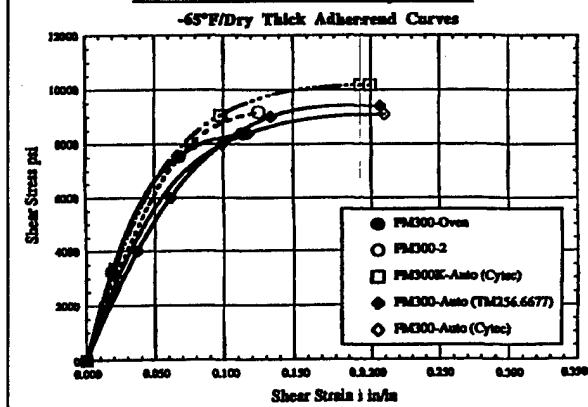


Figure 5: Typical Finite Element Model of Composite Double Lap Joints

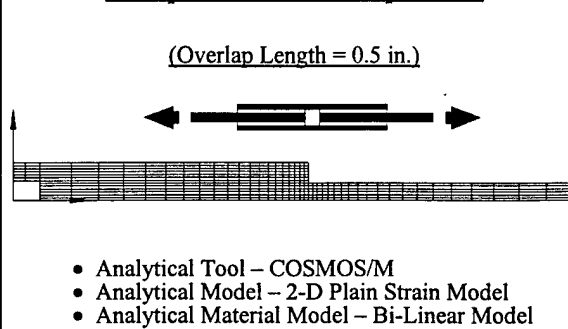


Figure 3: Analytical Representation for Actual Adhesive Material

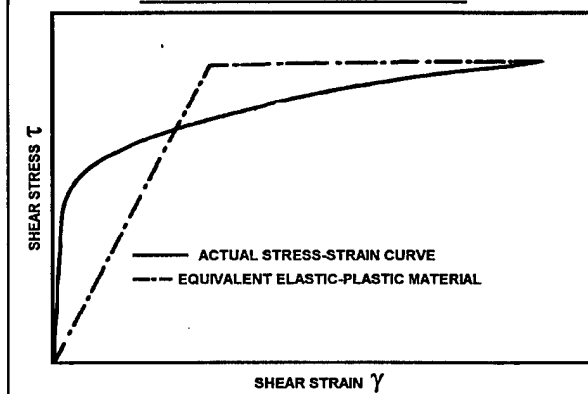


Figure 6: J1 Strain Criterion Evaluation

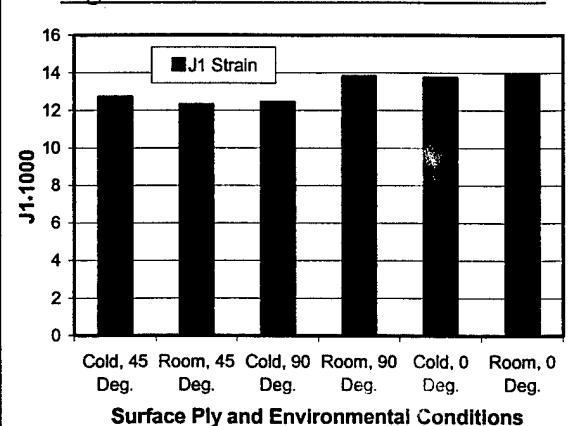


Figure 7: J1 at Failure Loads for Various Adhesive Systems

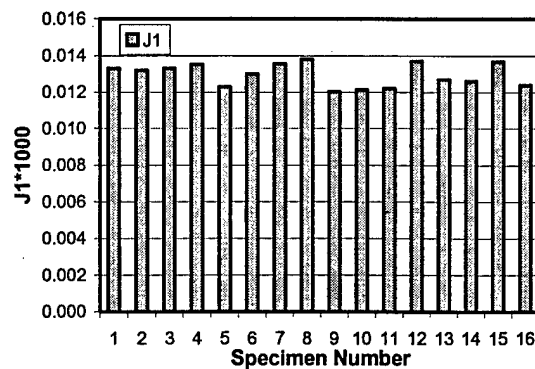


Figure 10: Comparison Between Predicted and Experimental Results for Composite Double Lap Joints Using Thicker Adhesive Layers (75 Deg.F/Dry)

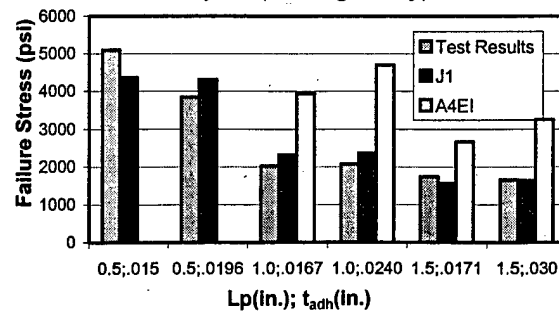


Figure 8: Comparison Between Predicted and Experimental Results (75 Deg.F/Dry)

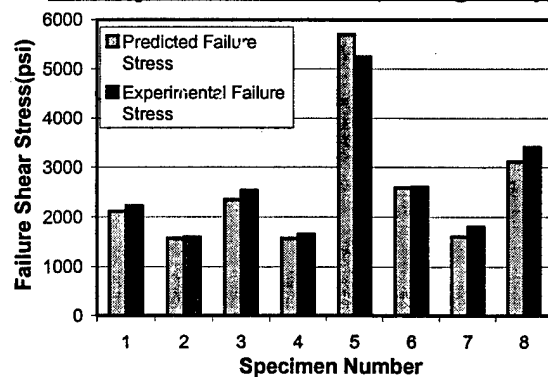


Figure 11: Comparison Between Predicted and Experimental Results for Composite Double Lap Joints Using Thicker Adhesive Layers (-65 deg/dry)

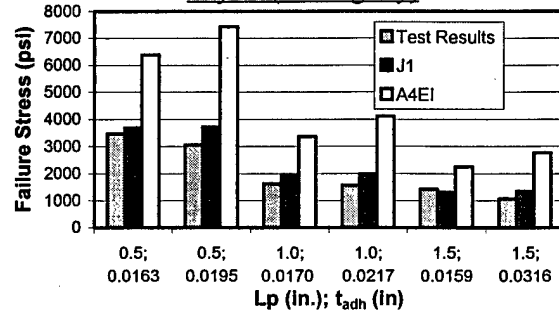


Figure 9: Comparison Between Predicted and Experimental Results (-65 Deg.F/Dry)

